



What is the Albany Active Transportation Plan?

The Albany Active Transportation Plan guides the development of infrastructure projects and programs to support safe and comfortable bicycling, walking, and rolling in Albany.

The City of Albany is currently updating its Active Transportation Plan, which was developed in 2012 and last updated in 2019. The update process is expected to last 12-15 months.

Active Transportation Plan: Project Timeline



Goals & Existing Conditions
Fall 2024



**Draft Active Transportation
Network and Policies**
Spring 2025



**Draft Plan and Priority
Projects and Programs**
Fall 2025

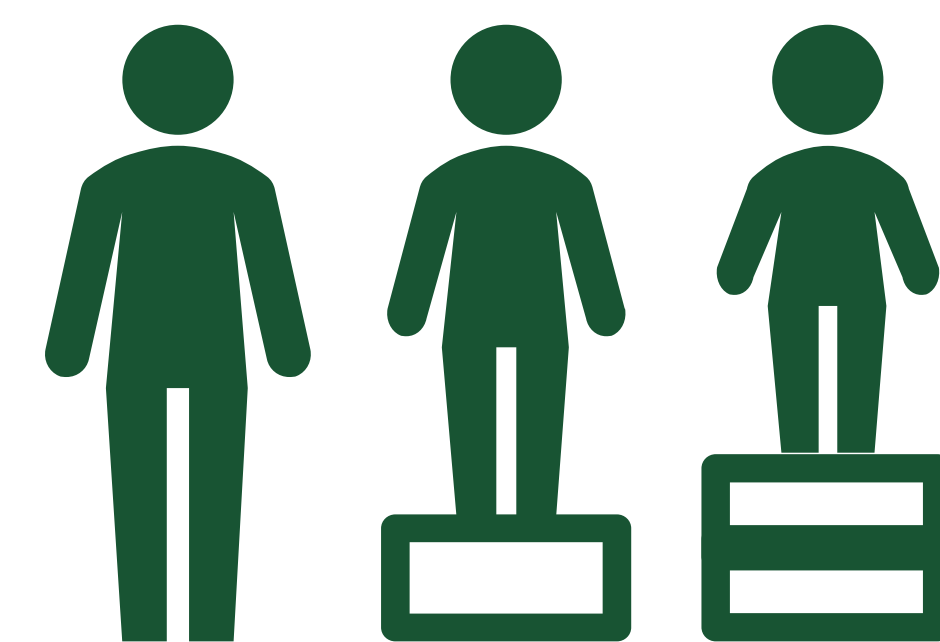


Draft Goals



Access & Connectivity

Provide an active transportation network that encourages people of all ages and abilities to walk, bike, and roll to meet their daily needs, including access to transit, work, school, commerce, and recreation.



Equitable Outcomes

Ensure the needs of all users, including disadvantaged populations, are integral factors in project prioritization and development.



Safety & Comfort

Design and maintain high-quality facilities that make Albany a safe and comfortable place to walk, bike, and roll.



Implementation & Funding

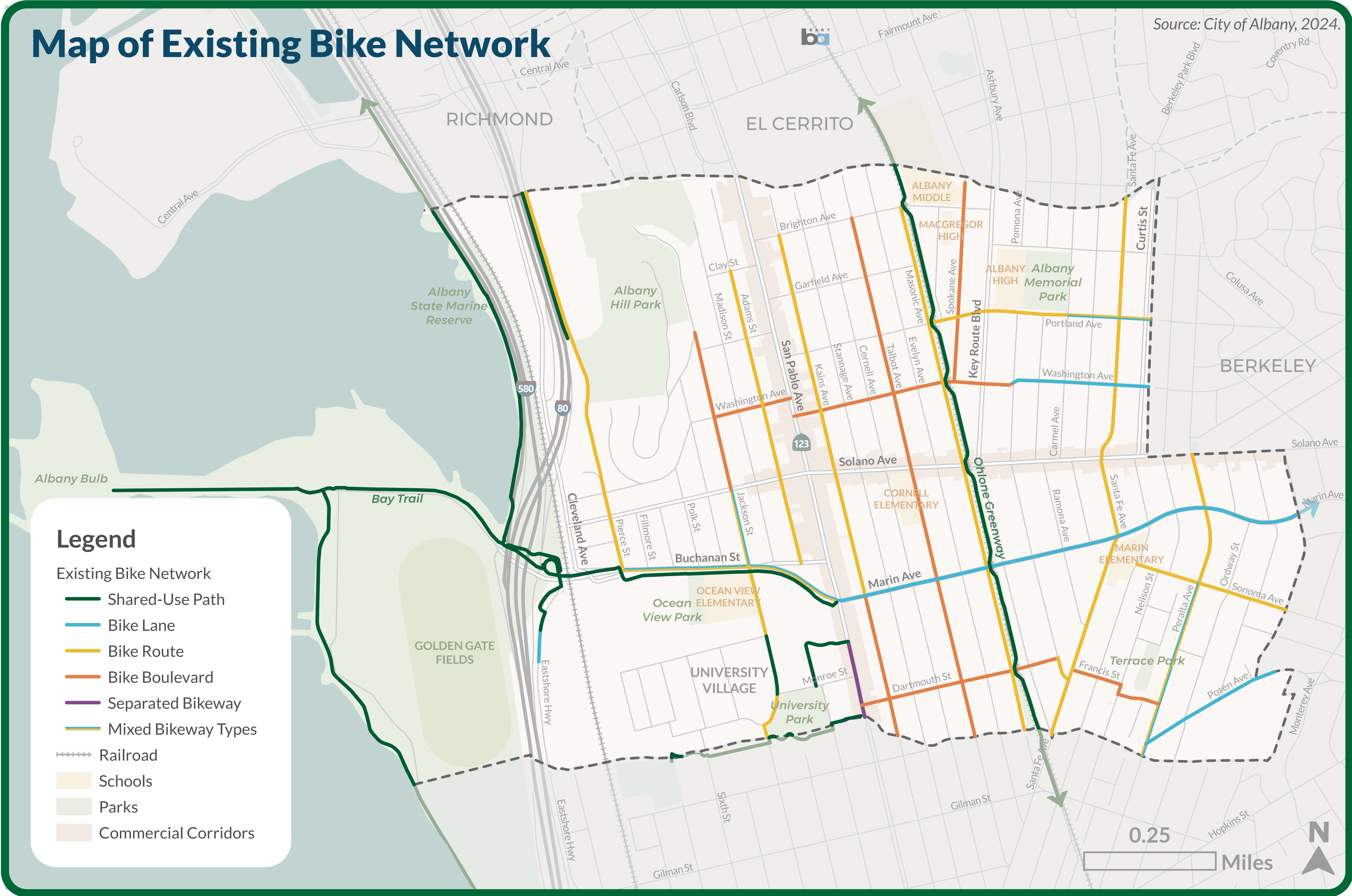
Allocate sufficient resources to implement active transportation projects and programs on an ongoing basis.

The draft goals are based on shared community values, including access, safety, and equity. What values would you like to see incorporated into the ATP goals?

Place sticky note comments here or on the map

Albany Active Transportation Plan

Walking and Rolling in Albany Today



Where do you like walking/biking/rolling? Where are you hesitant to walk/bike/roll? How would you improve the experience?

Place sticky note comments here or on the map

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Existing Bikeway Types



Shared Use Path

Paths that can be used by both bicyclists and pedestrians and are completely separate from the roadway



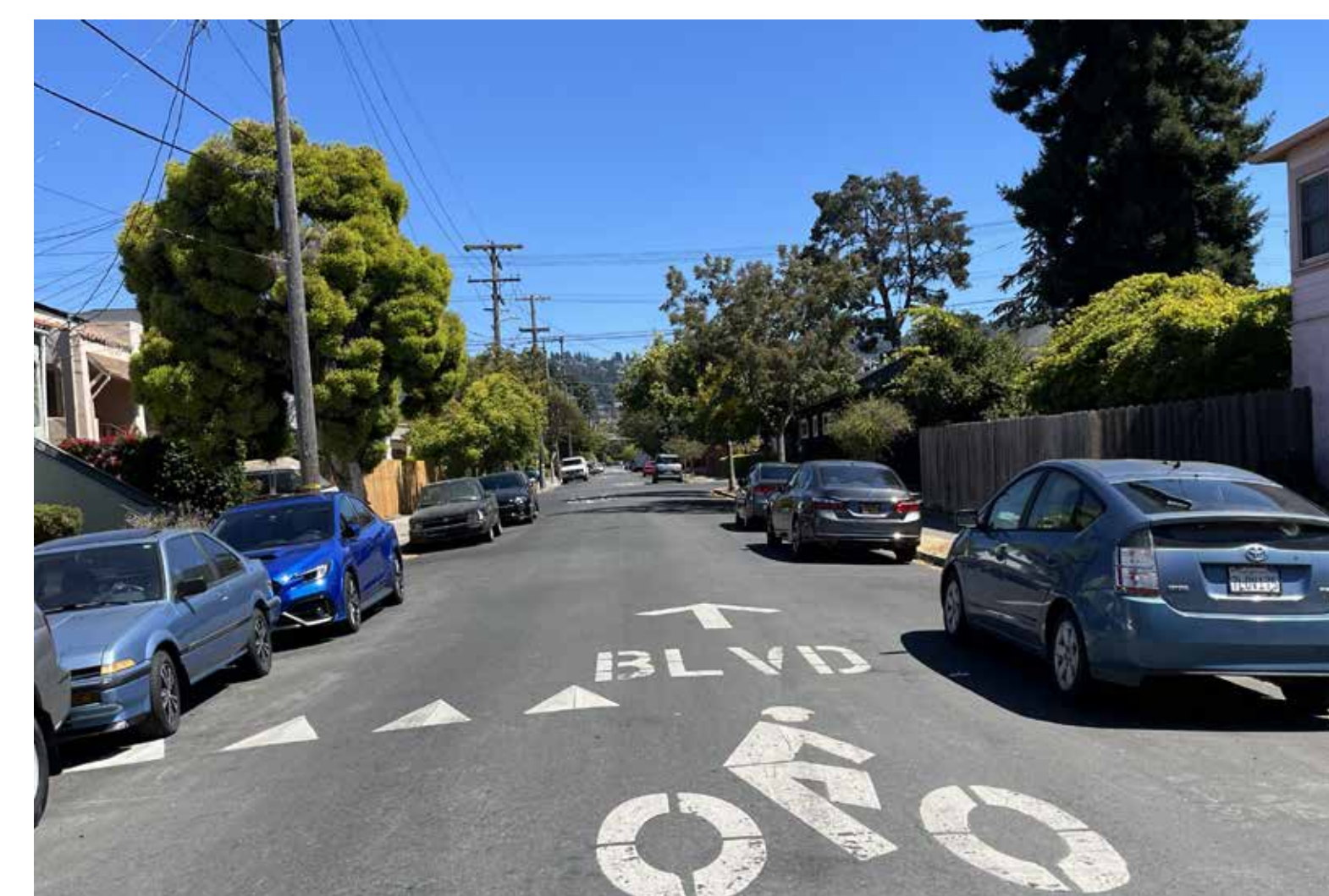
Separated Bikeway

On-street bikeways with vertical, physical separation from the adjacent lane; most common on high-speed arterials



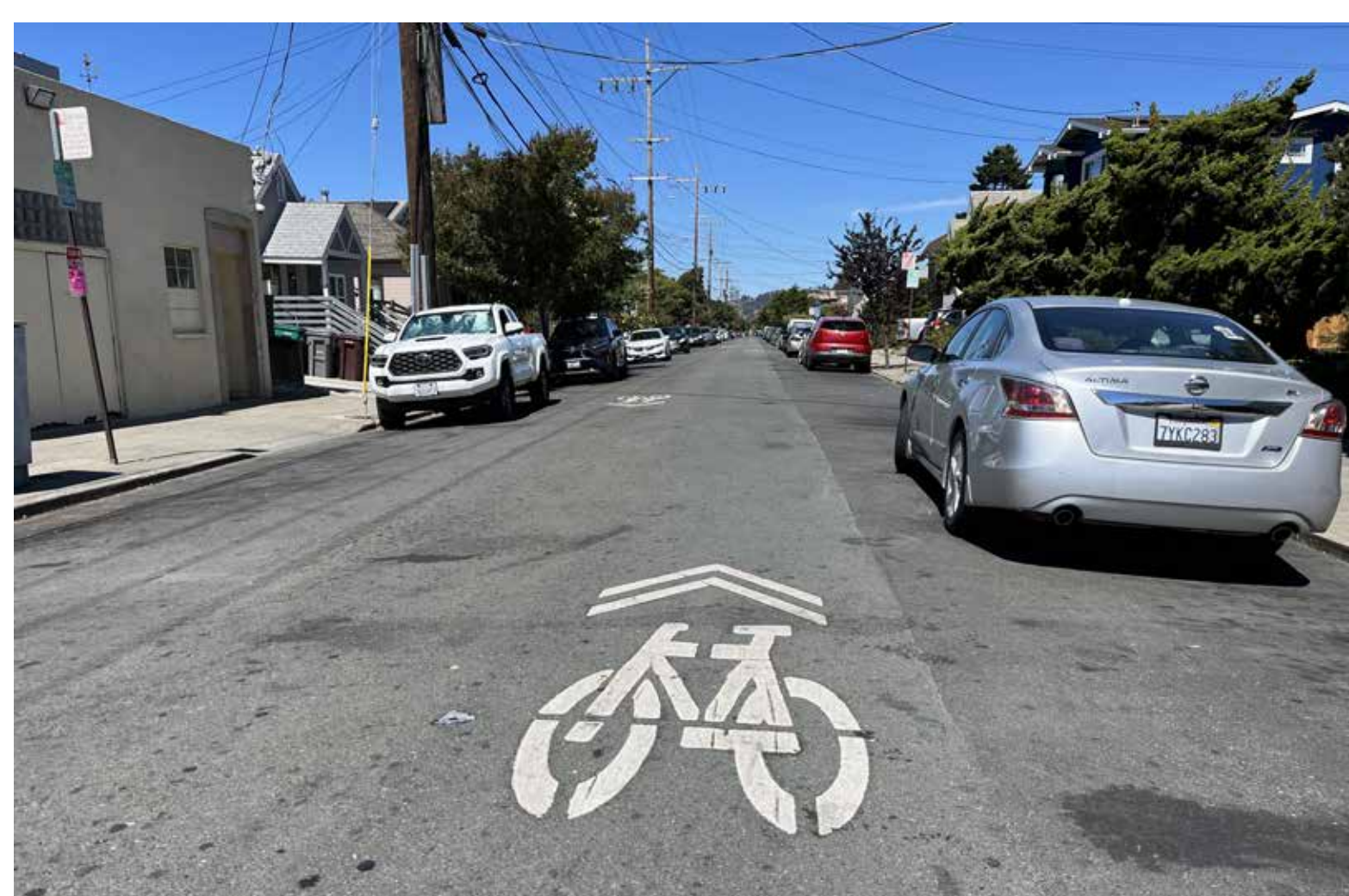
Bike Lane

Lanes that are painted on the street and can sometimes include a painted buffer from vehicle lanes



Bike Boulevard

Shared lane bikeways accompanied by speed calming measures like speed humps



Bike Route

Shared lane bikeways that are not accompanied by speed calming measures; may see higher vehicle volumes and speeds than bike boulevards



Mixed Bikeway Types

Streets with different types of bike facilities in each direction

Existing Pedestrian Infrastructure



Curb Extension

Curb Extensions extend the sidewalk or curb line out into the parking lane, reducing the effective street width and crossing distance.



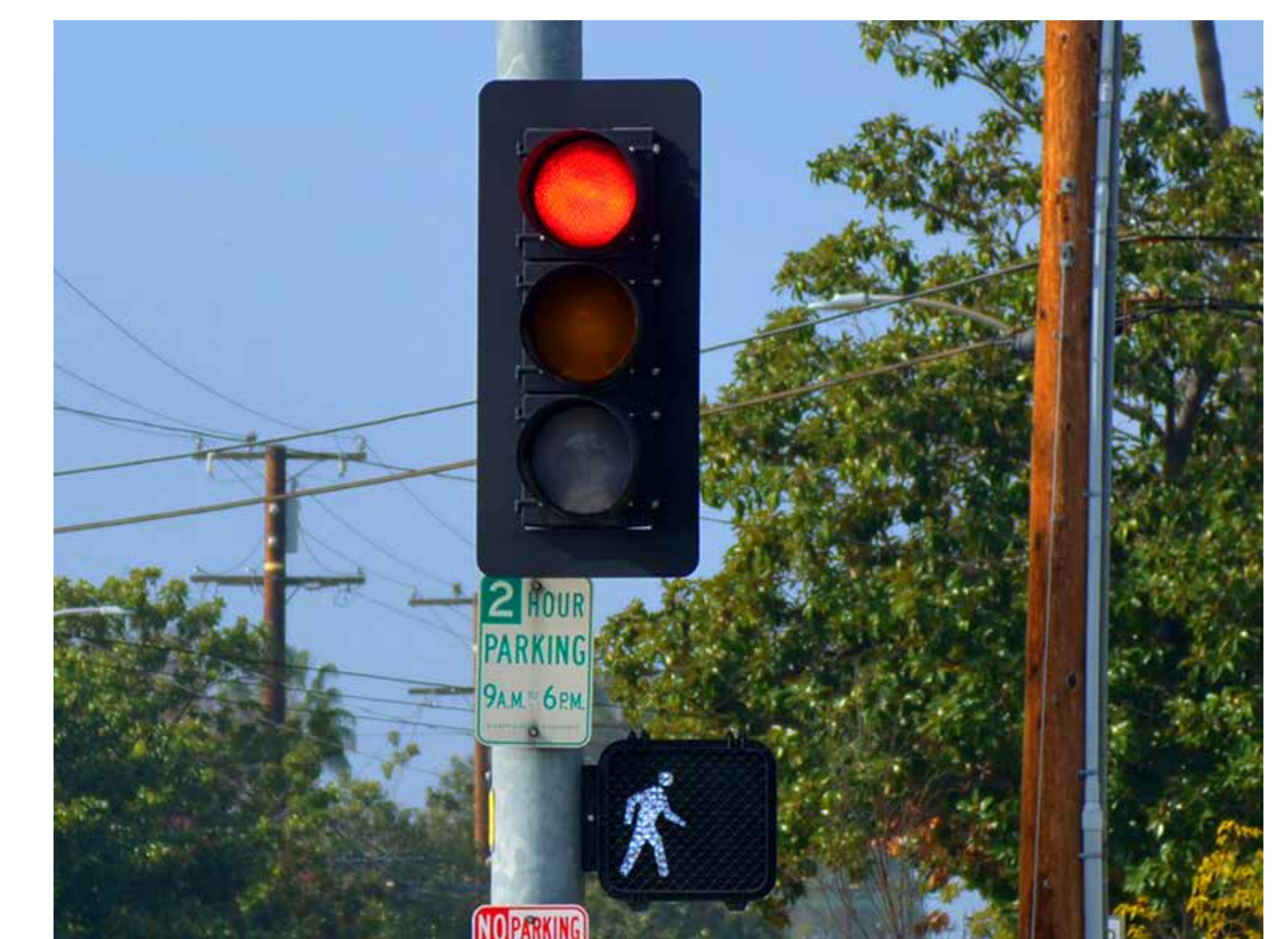
Rectangular Rapid Flashing Beacon and High Visibility Crosswalk

Rectangular Rapid Flashing Beacon (RRFB) installation at uncontrolled crossings to increase driver awareness of pedestrians at crosswalks. Pedestrians can activate the flashing signal with a button.



Pedestrian Hybrid Beacon

Pedestrian Hybrid Beacon is an intermediate option between a flashing beacon and full pedestrian signal. It helps pedestrians safely cross higher-speed roadways by assigning right of way and providing positive stop control.



Leading Pedestrian Interval

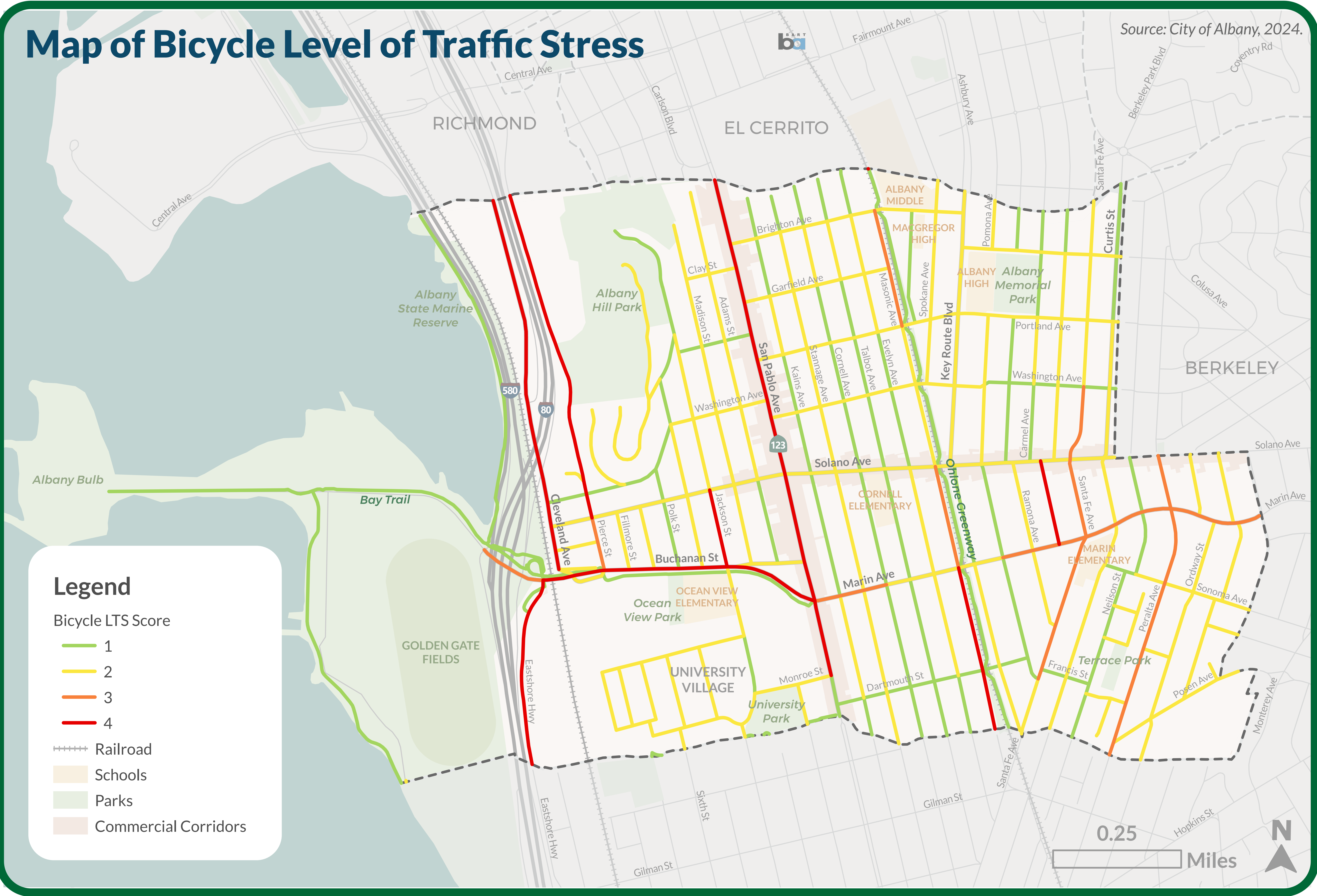
Leading Pedestrian Intervals at signals to provide pedestrians with their own dedicated phase before turning vehicles. This improves visibility of pedestrians and reduces vehicle conflicts.

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Walking and Rolling in Albany Today



Map of Bicycle Level of Traffic Stress



Does this map reflect your comfort level when biking/rolling? Are there any locations where this does not reflect your experience?

Place sticky note comments here or on the map

What is Bicycle Level of Traffic Stress (LTS)?

Level of Traffic Stress (LTS) is a rating given to a road segment or crossing indicating the traffic stress it imposes on bicyclists. LTS ranges from 1 to 4 as follows:

- 1

Strong separation except at low speed, low volume traffic. Suitable for children.
- 2

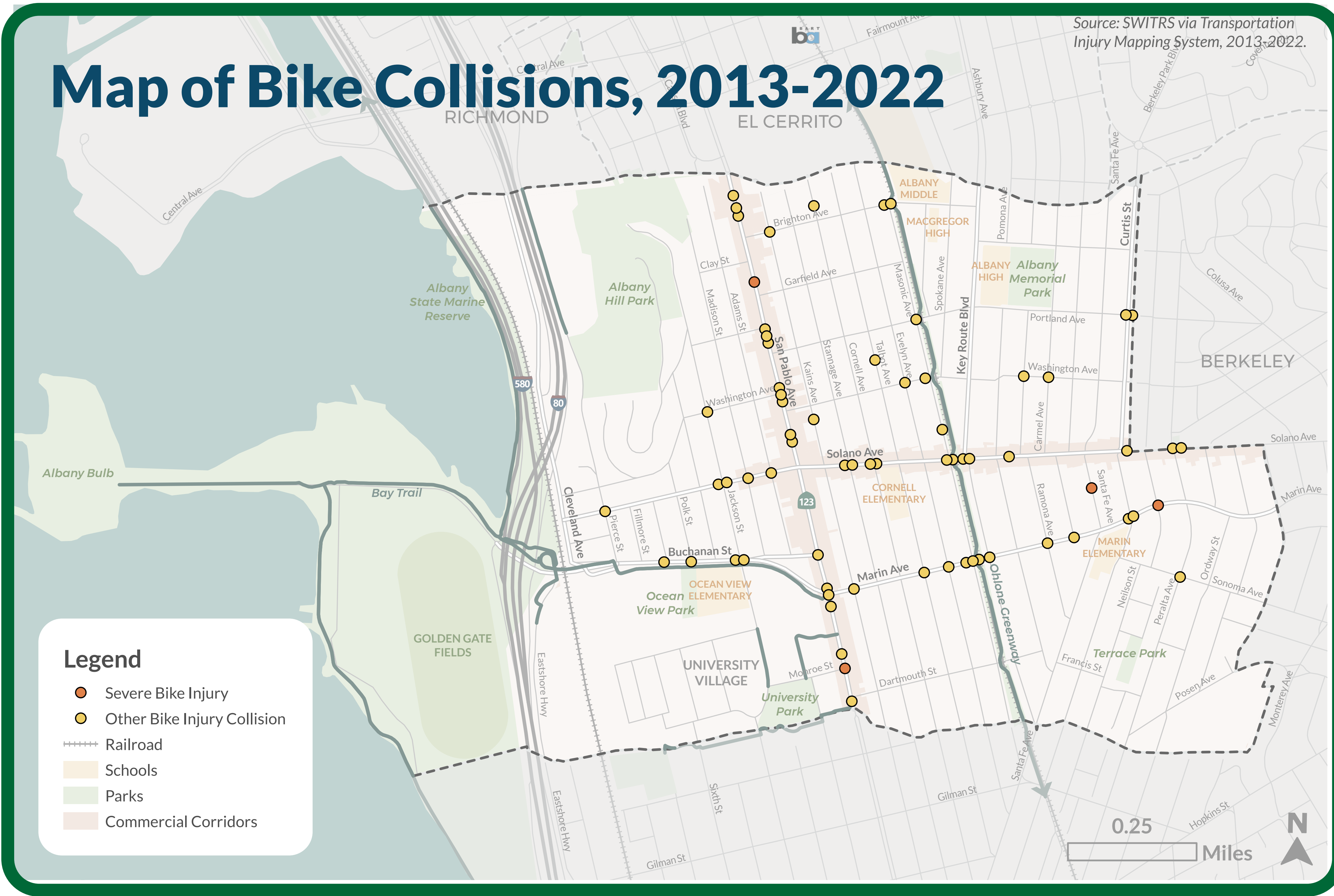
Except in low speed and volume, people biking have their own place to ride. Most adults can tolerate
- 3

Involves interaction with moderate speed or multilane traffic, or close proximity to higher speed traffic.
- 4

Involves interaction with higher speed traffic. A level of stress only acceptable to those "strong and fearless."

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This map shows bike-involved collisions over the past 10 years that resulted in an injury. There were 69 bike injury collisions, with 0 fatal collisions and 4 severe injury collisions. Safety projects have been implemented in several locations where collisions are concentrated.



This map shows pedestrian-involved collisions over the past 10 years that resulted in an injury. There were 87 pedestrian injury collisions, with 1 fatal collision and 13 severe injury collisions. Safety projects have been implemented in several locations where collisions are concentrated.